



[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-1001; Directorate Identifier 2012-NM-020-AD]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); reopening of comment period.

SUMMARY: We are revising an earlier proposed airworthiness directive (AD) for certain Cessna Aircraft Company Model 500, 501, 550, 551, S550, 560, 560XL, and 650 airplanes. That NPRM proposed to require an inspection to determine if certain air conditioning (A/C) compressor motors are installed and to determine the accumulated hours on certain A/C drive motor assemblies; repetitive replacement of the brushes in the drive motor assembly, or as an option to the brush replacement, deactivation of the A/C system and placard installation; and return of replaced brushes to Cessna. That NPRM was prompted by multiple reports of smoke and/or fire in the tailcone caused by sparking due to excessive wear of the brushes in the A/C motor. This action revises that NPRM by revising the optional A/C system deactivation procedure. We are proposing this supplemental NPRM to prevent the brushes in the A/C motor from wearing down beyond their limits, which could result in the rivet in the brush contacting the commutator causing sparks and consequent fire and/or smoke in the tailcone with no means to detect or extinguish the fire and/or smoke. Since these actions impose an additional burden over that proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

DATES: We must receive comments on this supplemental NPRM by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Fax: 202-493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Cessna Aircraft Co., P.O. Box 7706, Wichita, KS 67277; telephone 316-517-6215; fax 316-517-5802; email citationpubs@cessna.textron.com; Internet <https://www.cessnasupport.com/newlogin.html>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address

for the Docket Office (phone: 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Christine Abraham, Aerospace Engineer, Electrical Systems and Avionics Branch, ACE-119W, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: 316-946-4165; fax: 316-946-4107; email: wichita-cos@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA-2012-1001; Directorate Identifier 2012-NM-020-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

Discussion

We issued an NPRM to amend 14 CFR part 39 to include an AD that would apply to the products listed above. That NPRM published in the Federal Register on September 26, 2012 (77 FR 59146). That NPRM proposed to require an inspection to determine the accumulated hours on certain A/C drive motor assemblies; repetitive

replacement of the brushes in the drive motor assembly, or as an option to the brush replacement, deactivation of the air conditioner; and return of replaced brushes to Cessna.

Actions Since Previous NPRM (77 FR 59146, September 26, 2012) was Issued

Since we issued the previous NPRM (77 FR 59146, September 26, 2012), Cessna has revised the A/C system deactivation procedure.

Comments

We gave the public the opportunity to comment on the previous NPRM (77 FR 59146, September 26, 2012). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request to Change A/C System Deactivation Procedure

Cessna requested that we change the A/C system deactivation procedure specified in paragraph (j)(1) of the previous NPRM (77 FR 59146, September 26, 2012), because simply pulling the circuit breaker does not disable the A/C compressor motor for Model 560XL airplanes, and the circuit breaker labeling differs depending on the airplane model. Cessna stated that the vapor cycle A/C circuit breaker labeled "AIR COND" for Model 500, 501, 550, 551, S550, and 560 airplanes should be pulled, and the vapor cycle A/C circuit breaker labeled "FWD EVAP FAN" for Model 650 airplanes should be pulled. Cessna also stated that, for Model 560XL airplanes, deactivation of the A/C system requires removing a certain fuse limiter. Cessna suggested a procedure to remove that fuse limiter.

We agree with the commenter's request because the new procedure is more appropriate to address the identified unsafe condition. We have changed paragraph (k) of the supplemental NPRM (i.e., paragraph (j) of the previous NPRM) to specify the correct A/C system deactivation procedure. We have also added new paragraph (l) to this supplemental NPRM, which specifies the optional reactivation procedure for the A/C system, and re-identified subsequent paragraphs accordingly.

Request to Extend Compliance Time

Netjets Aviation Inc. (Netjets) requested that we extend the inspection compliance time in paragraph (h) of the NPRM (77 FR 59146, September 26, 2012) from within 30 days or 10 flight hours, whichever occurs first, to within 90 days or 60 flight hours, whichever occurs first. Netjets stated that it operates 29 airplanes affected by the NPRM, which average 62 flight hours per month per airplane, and the compliance time in the NPRM poses an undue burden. Netjets also stated that extending the proposed compliance time would allow time to schedule maintenance personnel and material to support each airplane without compromising safety.

We do not agree with the commenter's request to extend the compliance time. In developing an appropriate compliance time for this action, we considered the urgency and severity associated with the identified unsafe condition. In light of these considerations, we find the proposed compliance time to be appropriate to address the identified unsafe condition and provide an adequate level of safety. However, under the provisions of paragraph (q) of this supplemental NPRM, we might consider requests for approval of an extension of the compliance time if sufficient data are submitted to substantiate that the new compliance time would provide an acceptable level of safety. We have not changed this supplemental NPRM in this regard.

Request to Change A/C Compressor Motor Brush Replacement Time

Netjets requested we specify that the repetitive 500 hours time-in-service A/C compressor motor brush replacement may be done "in a scheduled inspection based on the Cessna 560 chapter 5 inspection programs." Netjets stated that this change would allow a more robust and systematic approach to scheduling brush replacement.

We disagree with the commenter's request to change the repetitive 500 hours time-in-service A/C compressor motor brush replacement time. The 500 hours time-in-service replacement period is based on data collected from the field. This supplemental NPRM would require reporting for the first two replacement cycles. The

intent of this proposed requirement is to obtain further field data to determine if the replacement period might be extended through future rulemaking. However, under the provisions of paragraph (q) of the supplemental NPRM, we might consider requests for changing the repetitive 500 hours time-in-service A/C compressor motor brush replacement period if sufficient data are submitted to substantiate that the change would provide an acceptable level of safety. We have not changed the supplemental NPRM in this regard.

Request to Use Later Revisions of Service Documents

Cessna requested that we change the document revision references in paragraph (i)(3) of the previous NPRM (77 FR 59146, September 26, 2012) to refer to the specified revision level “or later revisions.” Cessna stated that referencing only a specific revision level will cause confusion for maintenance personnel when the manuals are updated with a newer revision and date. Cessna also stated that its customer support receives calls from maintenance personnel requesting old revisions of a manual due to ADs requiring an exact revision and that old revisions are not available.

We acknowledge this concern, but cannot agree with the commenter’s request to include unspecified later document revisions. When referring to a specific document in an AD, using the phrase, “or later FAA-approved revisions,” violates Office of the Federal Register regulations for approving materials that are incorporated by reference. However, affected operators may request approval to use a later revision of the referenced service document as an alternative method of compliance under the provisions of paragraph (q) of the supplemental NPRM. We have not changed the supplemental NPRM in this regard.

Request to Investigate Other A/C Motor Assemblies

An anonymous commenter requested that we investigate other A/C drive motor assemblies, because these motors are quite difficult to get to and are often overlooked.

The commenter also stated that there are other supplemental type certificates (STCs) for the Cessna Citation that use a similar motor to the motor identified in the previous NPRM (77 FR 59146, September 26, 2012).

We infer that the commenter wants us to investigate if there are other unsafe conditions occurring in other A/C motor assemblies used in the airplanes identified in this supplemental NPRM. We acknowledge the commenter's concern. We only have event reports pertaining to the A/C motors addressed by this supplemental NPRM. If an additional unsafe condition is determined to exist on other A/C motors, we might consider future rulemaking. We have not changed this supplemental NPRM in this regard.

Request to Clarify “Proposed AD Requirements”

Cessna requested that we clarify the statement in the “Proposed AD Requirements” paragraph of the previous NPRM (77 FR 59146, September 26, 2012) regarding motor brush replacement. Cessna suggested that the wording be changed from “prohibiting use of the A/C system until replacement of the brushes as an option to the brush replacement” to “prohibiting use of the A/C system until replacement of the brushes is accomplished.”

We agree with the commenter's request because the suggested wording improves the clarity of the proposed actions. We have changed the “Proposed Requirements of the Supplemental NPRM” paragraph of this supplemental NPRM accordingly.

FAA's Determination

We are proposing this supplemental NPRM because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design. Certain changes described above expand the scope of the original NPRM (77 FR 59146, September 26, 2012). As a result,

we have determined that it is necessary to reopen the comment period to provide additional opportunity for the public to comment on this supplemental NPRM.

Proposed Requirements of the Supplemental NPRM

This supplemental NPRM would require an inspection to determine if certain A/C compressor motors are installed; an inspection of the A/C compressor hour meter that has part number (P/N) 1134104-1 or P/N 1134104-5 A/C compressor motors installed; repetitive replacement of the brushes, or as an option to the brush replacement, deactivation of the A/C system with installation of a placard prohibiting use of the A/C system until replacement of the brushes is accomplished. This supplemental AD would also require, when the brushes are replaced, reporting of airplane information related to the replacement of the brushes, and sending the replaced motor brushes to the Cessna Aircraft Company for two replacement cycles.

Interim Action

We consider this supplemental NPRM interim action. The reporting data required by this supplemental NPRM will enable us to obtain better insight into brush wear. The reporting data will also indicate if the replacement intervals we established are adequate. After we analyze the reporting data received, we might consider further rulemaking.

Model 525 airplanes are not subject to this supplemental NPRM. We are currently considering requiring similar actions for these airplanes.

Costs of Compliance

We estimate that this proposed AD will affect 1,987 airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD:

Estimated costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection, drive motor	11 work-hours X \$85 per hour =	\$252 per replacement	\$1,187 per replacement	\$2,358,569 per replacement

assembly brush replacement, parts return, and reporting	\$935 per replacement cycle	cycle	cycle	cycle
Optional fabrication of placard for deactivation	1 work-hour X \$85 per hour = \$85	\$0	\$85	\$168,895
Optional deactivation or reactivation for Model 560XL airplanes (370 airplanes)	1 work-hour X \$85 per hour = \$85	\$0	\$85	\$31,450

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States,

or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

Cessna Aircraft Company: Docket No. FAA-2012-1001; Directorate Identifier 2012-NM-020-AD.

(a) Comments Due Date

We must receive comments by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Cessna Aircraft Company airplanes, certificated in any category.

(1) Model 500 and 501 airplanes, serial numbers (S/N) 0001 through 0689 inclusive.

(2) Model 550 and 551 airplanes, S/Ns 0002 through 0733 inclusive, and 0801 through 1136 inclusive.

(3) Model S550 airplanes, S/Ns 0001 through 0160 inclusive.

(4) Model 560 airplanes, S/Ns 0001 through 0707 inclusive, and 0751 through 0815 inclusive.

(5) Model 560XL airplanes, S/Ns 5001 through 5300 inclusive.

(6) Model 650 airplanes, S/Ns 0200 through 0241 inclusive, and 7001 through 7119 inclusive.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 21, Air Conditioning.

(e) Unsafe Condition

This AD was prompted by multiple reports of smoke and/or fire in the tailcone caused by sparking due to excessive wear of the brushes in the air conditioning (A/C) motor. We are issuing this AD to prevent the brushes in the A/C motor from wearing down, which could result in the rivet in the brush contacting the commutator causing sparks and consequent fire and/or smoke in the tailcone with no means to detect or extinguish the fire and/or smoke.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection for Part Number (P/N)

Within 30 days or 10 flight hours after the effective date of this AD, whichever occurs first: Inspect the A/C compressor motor to determine whether P/N 1134104-1 or P/N 1134104-5 is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the A/C compressor motor can be conclusively determined from that review.

(h) Inspection of Compressor Hour Meter and Maintenance Records

If, during the inspection required by paragraph (g) of this AD, any A/C compressor motor is found having P/N 1134104-1 or P/N 1134104-5: Within 30 days or 10 flight hours after the effective date of this AD, whichever occurs first, determine the hour reading on the A/C compressor hour meter as specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Inspect the number of hours on the A/C compressor hour meter; and

(2) Check the airplane logbook for any entry for replacing the A/C compressor motor brushes with new brushes, or for replacing the compressor motor or compressor condenser module assembly (pallet) with a motor or assembly that has new brushes.

(i) If the logbook contains an entry for replacement of parts, as specified in paragraph (h)(2) of this AD, determine the number of hours on the A/C compressor motor brushes by comparing the number of hours on the compressor motor since replacement and use this number in lieu of the number determined in paragraph (h)(1) of this AD. Or

(ii) If, through the logbook check you cannot positively determine the number of hours on the A/C compressor motor brushes, as specified in paragraph (h)(2) of this AD, use the number of hours on the A/C compressor hour meter determined in paragraph (h)(1) of this AD or presume the brushes have over 500 hours time-in-service.

(i) Replacement

Using the hour reading on the A/C compressor hour meter determined in paragraph (h) of this AD, replace the A/C compressor motor brushes with new brushes at the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD. Thereafter, repeat the replacement of the A/C compressor motor brushes at intervals not to exceed 500 hours time-in-service on the A/C compressor motor. Do the replacement in accordance with the applicable Cessna maintenance manual subject specified in paragraphs (j)(1) through (j)(7) of this AD.

(1) Before the accumulation of 500 total hours time-in-service on the A/C compressor motor.

(2) Before further flight after doing the inspection required in paragraph (h) of this AD.

(j) Replacement Maintenance Manual Information

Use the instructions in the applicable Cessna maintenance manual subject specified in paragraphs (j)(1) through (j)(7) of this AD to do the replacement required by paragraph (i) of this AD.

(1) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 10, dated April 23, 2012, of the Cessna Model 550, -0801 and On Maintenance Manual.

(2) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 8, dated April 23, 2012, of the Cessna Model 550/551 Maintenance Manual.

(3) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 20, dated April 23, 2012, of the Cessna Model 560, -0001 and On Maintenance Manual.

(4) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 13, dated April 23, 2012, of the Cessna Model 560XL,

(560XL -5001 thru -5500), (560XL -5501 thru -6000), (560XL -6001 and On) Maintenance Manual.

(5) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 30, dated April 23, 2012, of the Cessna Model 650 Maintenance Manual.

(6) Subject 4-11-00, Replacement Time Limits General, of Chapter 4, Airworthiness Limitations, Revision 4, dated April 23, 2012, of the Cessna Model 500/501, (-0001 thru -0349), (-0350 thru -0689) Maintenance Manual.

(7) Subject 4-11-00, Replacement Time Limits, of Chapter 4, Airworthiness Limitations, Revision 7, dated April 23, 2012, of the Cessna Model S550 Maintenance Manual.

(k) Deactivation of A/C System

In lieu of replacing the A/C compressor motor brushes as required by this AD, deactivate the A/C system as specified in paragraph (k)(1), (k)(2), or (k)(3) of this AD, as applicable.

(1) For all airplanes except Model 560XL and 650 airplanes: Pull the vapor cycle A/C circuit breaker labeled "AIR COND," do the actions specified in paragraphs (k)(1)(i) and (k)(1)(ii) of this AD, and document deactivation of the system in the airplane logbook, referring to this AD as the reason for deactivation. While the system is deactivated, airplane operators must remain aware of operating temperature limitations specified in the applicable airplane flight manual.

(i) Fabricate a placard that states: "A/C DISABLED" with 1/8-inch black lettering on a white background.

(ii) Install the placard on the airplane instrument panel within 6 inches of the A/C selection switch.

(2) For Model 650 airplanes: Pull the vapor cycle A/C circuit breaker labeled "FWD EVAP FAN," do the actions specified in paragraphs (k)(1)(i) and (k)(1)(ii) of this AD, and document deactivation of the system in the airplane logbook, referring to this AD as the reason for deactivation. While the system is deactivated, airplane operators must remain aware of operating temperature limitations specified in the applicable airplane flight manual.

(3) For Model 560XL airplanes: Do the actions specified in paragraphs (k)(1)(i) and (k)(1)(ii) of this AD, and document deactivation of the system in the airplane logbook, referring to this AD as the reason for deactivation. While the system is deactivated, airplane operators must remain aware of operating temperature limitations specified in the applicable airplane flight manual. Remove the fuse limiter that supplies power to the A/C compressor motor by doing the actions specified in paragraphs (k)(3)(i) through (k)(3)(viii) of this AD, and return to the airplane to service by doing the actions specified in paragraphs (k)(3)(ix) through (k)(3)(xiii) of this AD.

(i) Open the battery door.

(ii) Disconnect the main battery connector and remove external electrical power.

(iii) Tag the battery and external power receptacle with a warning tag that reads: "WARNING: Do not connect the battery connector during the maintenance in progress."

(iv) Gain access to the J-Box through the tailcone access door.

(v) Remove the wing nuts that attach the cover to the J-Box.

(vi) Remove the J-Box cover.

(vii) Remove nuts securing compressor fuse limiter (reference designator HZ116, P/N ANL130) to the bus bar.

(viii) Remove the compressor motor fuse limiter from the terminals and retain for future reinstallation once the compressor motor brushes have been replaced.

(ix) Install fuse limiter nuts on the terminals and torque to 100 inch-pounds +/- 5 inch-pounds.

(x) Install the J-Box cover with wing nuts.

(xi) Remove the warning tag on the battery and external power receptacle.

(xii) Connect the battery and restore electrical power to the airplane.

(xiii) Close the tailcone access door.

(l) Reactivation of A/C System

If an operator chooses to deactivate the A/C system, as specified in paragraph (k) of this AD, and then later chooses to return the A/C system to service: Before returning the A/C system to service and removing the placard, perform the inspection specified in paragraph (h) of this AD, and do the replacements specified in paragraph (i) of this AD, at the times specified in paragraph (i) of this AD. Return the A/C system to service by doing the actions specified in paragraph (l)(1), (l)(2), or (l)(3) of this AD, as applicable.

(1) For all airplanes except Model 560XL and 650 airplanes: Push in the vapor cycle A/C circuit breaker labeled "AIR COND," remove the placard by the A/C selection switch that states "A/C DISABLED," and document reactivation of the system in the airplane logbook.

(2) For Model 650 airplanes: Push in the vapor cycle A/C circuit breaker labeled "FWD EVAP FAN," remove the placard by the A/C selection switch that states "A/C DISABLED", and document reactivation of the system in the airplane logbook.

(3) For Model 560XL airplanes: Remove the placard by the A/C selection switch that states "A/C DISABLED," and document reactivation of the system in the airplane logbook. Re-install the fuse limiter by doing the actions specified in paragraphs (l)(3)(i) through (l)(3)(viii) of this AD, and return to the airplane to service by doing the actions specified in paragraphs (l)(3)(ix) through (l)(3)(xiii) of this AD.

(i) Open the battery door.

- (ii) Disconnect the main battery connector and remove external electrical power.
- (iii) Tag the battery and external power receptacle with a warning tag that reads:
“WARNING: Do not connect the battery connector during the maintenance in progress.”
- (iv) Gain access to the J-Box through the tailcone access door.
- (v) Remove the wing nuts that attach the cover to the J-Box.
- (vi) Remove the J-Box cover.
- (vii) Remove the fuse limiter nuts on the bus bar terminals for the fuse limiter.
- (viii) Install the compressor motor fuse limiter (reference designator HZ116, P/N ANL130).
- (ix) Install fuse limiter nuts on the terminals and torque to 100 inch-pounds +/- 5 inch-pounds.
- (x) Install the J-Box cover with wing nuts.
- (xi) Remove the warning tag on the battery and external power receptacle.
- (xii) Connect the battery and restore electrical power to the airplane.
- (xiii) Close the tailcone access door.

(m) Parts Return and Reporting Requirements

For the first two A/C compressor motor brush replacement cycles on each airplane, send the brushes that were removed to Cessna Aircraft Company, Cessna Service Parts and Programs, 7121 Southwest Boulevard, Wichita, KS 67215. Provide the brushes and the information specified in paragraphs (m)(1) through (m)(6) of this AD within 30 days after the replacement, if the replacement was done on or after the effective date of this AD, or within 30 days after the effective date of this AD, if the replacement was done before the effective date of this AD.

- (1) The model and serial number of the airplane.
- (2) The part number of the motor.
- (3) The part number of the brushes, if known.

(4) The elapsed amount of motor hours since the last brush/motor replacement, if known.

(5) If motor hours are unknown, report the elapsed airplane flight hours since the last brush/motor replacement and indicate that motor hours are unknown.

(6) The number of motor hours currently displayed on the pallet hour meter.

(n) Parts Installation Limitation

As of the effective date of this AD, no person may install an A/C compressor motor having P/N 1134104-1 or P/N 1134104-5, unless the inspection specified in paragraph (h) of this AD is done before further flight, and the replacements specified in paragraph (i) of this AD are done at the times specified in paragraph (i) of this AD.

(o) Special Flight Permit Prohibition

Operation of the A/C system is prohibited while flying with a special flight permit issued for this AD.

(p) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(q) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(r) Related Information

(1) For more information about this AD, contact Christine Abraham, Aerospace Engineer, Electrical Systems and Avionics Branch, ACE-119W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: 316-946-4165; fax: 316-946-4107; email: wichita-cos@faa.gov.

(2) For service information identified in this AD, contact Cessna Aircraft Co., P.O. Box 7706, Wichita, KS 67277; telephone 316-517-6215; fax 316-517-5802; email citationpubs@cessna.textron.com; Internet <https://www.cessnasupport.com/newlogin.html>. You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Issued in Renton, Washington, on February 1, 2013.

Ali Bahrami,
Manager,

Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 2013-02992 Filed 02/08/2013 at 8:45 am; Publication Date: 02/11/2013]